

Welcome to the 17 Avenue S.E. Corridor Study Open House



Ask us about the study! Our team will be happy to talk with you about it. It will take about 10 minutes.

You can also provide input at calgary.ca/17avestudy.

Project purpose & goals

The City is conducting a transportation study on 17 Avenue S.E., between Stoney Trail and the east city limit (116 Street S.E.), to identify what the road will look like in the next 10-30 years.



17 Avenue S.E. provides an important regional connection between Calgary and Chestermere. It is also identified in the Calgary Transportation Plan as part of the Primary Transit and Primary Cycling Networks.

Outcome:

The study will result in a staged concept plan (short-, medium- and long-term) for all transportation modes (walking, cycling, taking transit and driving).

The concept plan will identify:

- Required land (right-of-way)
- Traffic lanes
- Transit, bus rapid transit (BRT) and light rail transit (LRT) accommodation
- Connectivity for all road users
- Goods movement (truck traffic)
- Access to and from the corridor
- Walking and cycling facilities



Planning for future growth

Today this part of 17 Avenue S.E. is largely undeveloped, but the Belvedere Area Structure Plan estimates this area will house 61,000 people and 9,700 jobs in the future.

17 Avenue S.E. will be a liveable street focusing on travel modes that enable social interaction (walking, cycling and transit). It will be a destination as well as a route for travel, such as 4 Street S.W.

These images illustrate what 17 Avenue S.E. could look like in the next 10-30 years.



Future land uses in the Belvedere Area Structure Plan



What we've heard so far

2015 **PHASE 1**: Vision & Context **Landowner Meetings JUNE 17, 2015** Outcome: Four meetings the week of June 17, 2015 to discuss the study and future plans What we heard: Develop Generally pleased with the project • Questions about land acquisition, access and timing of utility installs Guiding **Internal Stakeholder Meeting JUNE 22, 2015 Project requirements and** rinciples development strategies **Topics discussed:** Lane width Pedestrian crossings Street lighting Parking Speed limit Snow removal **Vision & Context Workshop JUNE 24, 2015** Importance Factors (High/Low) Identify issues and concerns and discuss ideas for a successful study 7 stakeholders attended, 9 feedback forms submitted What we heard: Emergency access (Police, Fire, Ambulance) (8) • The top two factors of high importance were public transit and business/ Pedestrian facilities (such as sidewalks and crosswalks) (9) residential access • Goods movement was ranked as the least important factor by all but one respondent Cycling facilities (such as a cycle track, bike land, etc.) (9) Goods movement (commercial vehicles) (8)

Options Development Workshop

Provide feedback on preliminary options and generate new options

- 14 stakeholders attended,
- 7 feedback forms submitted What we heard:
- Multi-use pathway is suitable in interim
- Separated bike facilities in long-term
- Split about on-street parking
- Narrower sidewalk is preferred

Outcome: Develop Preliminary Options

STAKEHOLDERS

The public engagement process focuses on consulting a broad range of stakeholders. The following stakeholders were invited to provide input in all phases of the study:

INTEREST GROUPS / ORGANIZATIONS

Bike Calgary **Open Streets Calgary** Calgarians for Cycle Tracks Alberta Motor Association Alberta Motor Transport Association Calgary Parks Foundation Sustainable Calgary Society Calgary Pathway & Bike Advisory Council Alberta TrailNet

CHARTER BUSES

D&K Shuttle First Canada Charter Services Rocky View Regional Handi-Bus

COMMUNITY CONTACTS

Area businesses and institutions **Applewood Community Association** Federation of Calgary Communities

GOVERNMENT

City of Calgary Ward 10: Councillor Andre Chabot Member of Parliament: Calgary East, Deepak Obhrai Member of Parliament: Calgary Northeast, Devinder Shory Member of Legislative Assembly: Calgary-Fort, Joe Ceci Member of Legislative Assembly: Chestermere-Rocky View, Leela Sharon Aheer Rockyview Division 5: Councillor Earl Solberg City of Chestermere Calgary Regional Partnership Alberta Transportation

THE CITY OF CALGARY CIVIC PARTNERS

Planning and Development **Calgary Parks Transportation Planning** Calgary Fire Department **Emergency Medical Services (EMS)** Advisory Committee on Accessibility (ACA) Calgary Police Services (CPS) Calgary Parking Authority (CPA) Mayor's Office Calgary Transit Customer Advisory Group Access Calgary, Coordinator Field Services Safer Calgary

PHASE 3: Options Evaluation

PHASE 2: Options Development

JANUARY 28, 2016

OCTOBER 7, 2015

Options Evaluation Open House

Next Steps

- Stakeholder workshop
- Information session
- Final report

Outcome: Select Preferred Option

2016



How will the preferred option be selected?

The team will use the evaluation framework and your input to determine the best option for the corridor.

Once the preferred option has been selected, the project team will also work with stakeholders at a workshop in the spring to make final improvements before finalizing the recommendation.

Evaluation Framework

Category	Considerations
Pedestrian Environment and Public Realm	 Width of sidewalk and street crossing distance Opportunities for social activity within the corridor and integration with natural features
Cycling Facilities	Width and degree of physical protection from vehicles
Transit Integration	Community connectivity to support ridership
Vehicle and Parking Accommodation	 On-street parking helps businesses & helps to slow traffic No parking provides more space for walking/cycling, or reduces street crossing distance Create transportation infrastructure to accommodate continuous traffic flow
Goods Movement	Allowing opportunities/spaces for loading and unloading trucks
Cost	Construction and maintenance cost estimates
Social/Environmental	Wetland and construction impacts

What has been decided?

Some decisions about the corridor have already been made. 17 Avenue S.E. will have:

- Two-vehicle lanes in each direction
- Median (middle) transitway
- On-street parking in the Urban Boulevard, and no on-street parking in the Parkway
- Cycling and transit facilities as part of Primary Transit and Primary Cycling Networks

There are several factors influencing how 17 Avenue will look in the future:

Road classification

17 Avenue S.E. is classified as a Parkway from Stoney Trail to 100 Street S.E., and as an Urban Boulevard from 100 Street S.E. to the eastern City Limit.

Urban Boulevards prioritize the movement of pedestrians, cyclists and transit vehicles above cars. *Parkways* also focus on accommodating people who walk and bike and integration with adjacent natural areas.

Land Use

This area will house 61,000 people and 9,700 jobs in the future.

Continuity

Studies east and west of the study area have been completed. It is important for this study's recommendations to bridge the transportation requirements identified in the other plans on either side.



OFFICE AND EMPLOYMENT LAND USE



COMMERCIAL AND HIGH-DENSITY RESIDENTIAL LAND USE

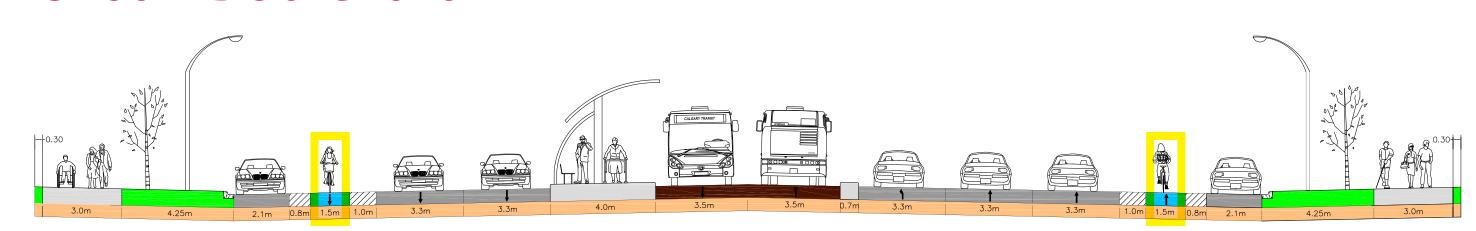


Which option do you prefer?

We need your feedback on the type of cycling facility for 17 Avenue S.E. in the future. Please have a look at the highlighted cycling facilities and tell us what you think.

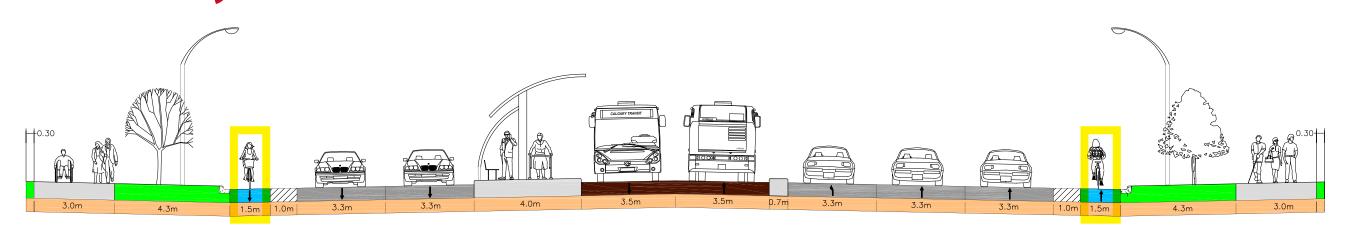
OPTION 1 Buffered Bike Lane

Urban Boulevard



OPTION 1 URBAN BOULEVARD TYPICAL CROSS SECTION 54.1m

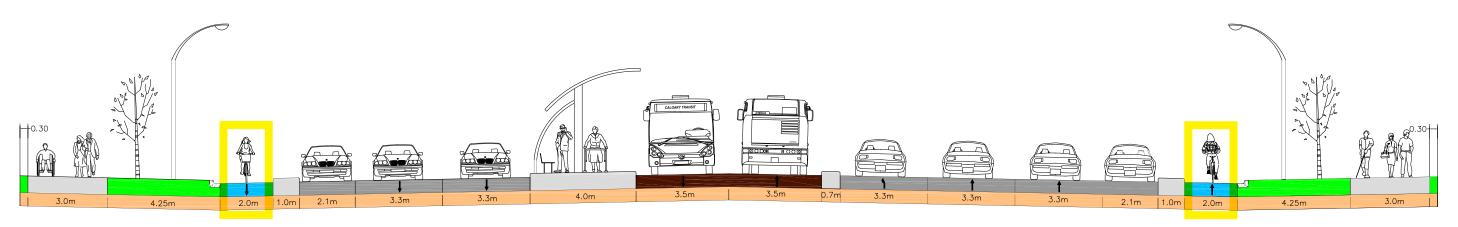
Parkway



OPTION 1 PARKWAY TYPICAL CROSS SECTION 48.4m

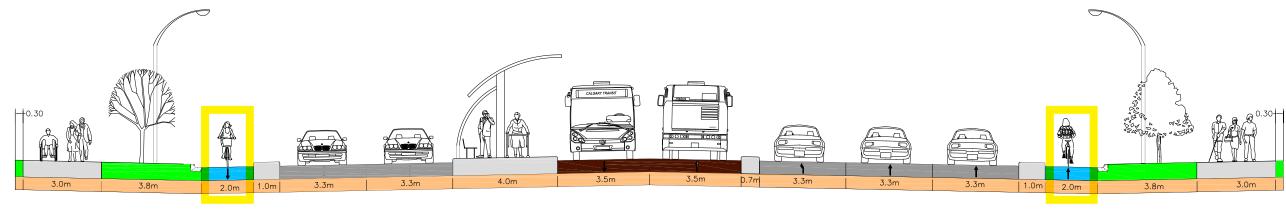
OPTION 2 Cycle Track

Urban Boulevard



OPTION 2 URBAN BOULEVARD TYPICAL CROSS SECTION 53.5m

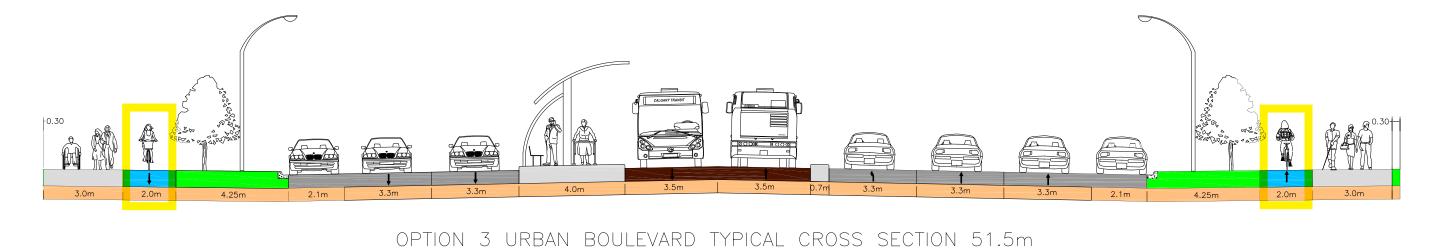
Parkway



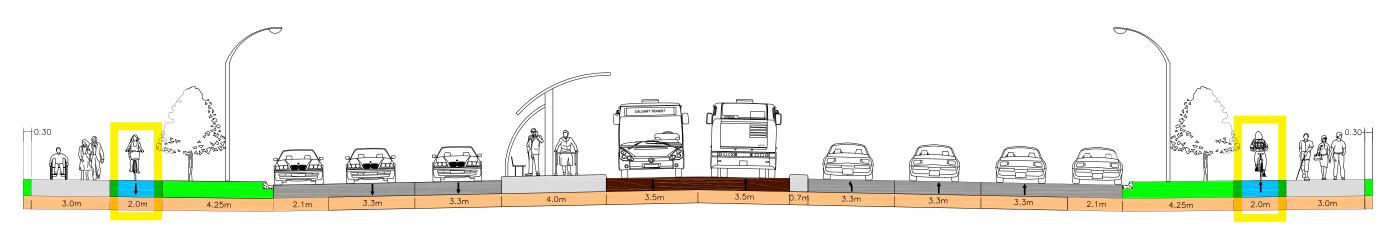
OPTION 2 PARKWAY TYPICAL CROSS SECTION 48.4m

OPTION 3 Raised Cycle Track

Urban Boulevard



Parkway



OPTION 3 URBAN BOULEVARD TYPICAL CROSS SECTION 51.5m

Next steps

- Review and analyze your input
- Evaluate options using technical analysis, public input and cost to determine a preferred option
- Meet with stakeholders to make final improvements to the preferred option
- Report back to the public in spring
 2016 on the preferred option
- Present the preferred option to Council



Thank you for coming!

We appreciate your feedback.

Please visit:

calgary.ca/17avestudy to fill out an online feedback form and stay informed.